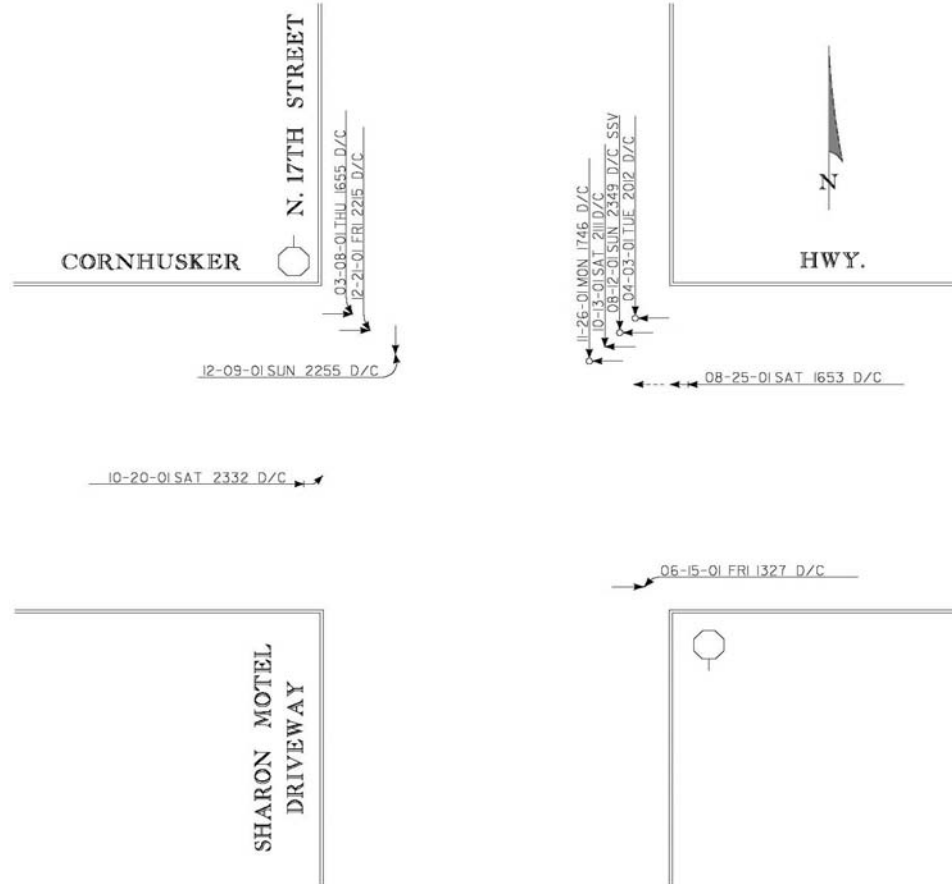


5.9 17th Street and Cornhusker Highway

ADT: 33,600 veh/day
Traffic Control: NB/SB Stop Sign

BEFORE

Time Period: 2001
Crash Pattern: SB Right Angles



Total Crashes in Before Period: 10



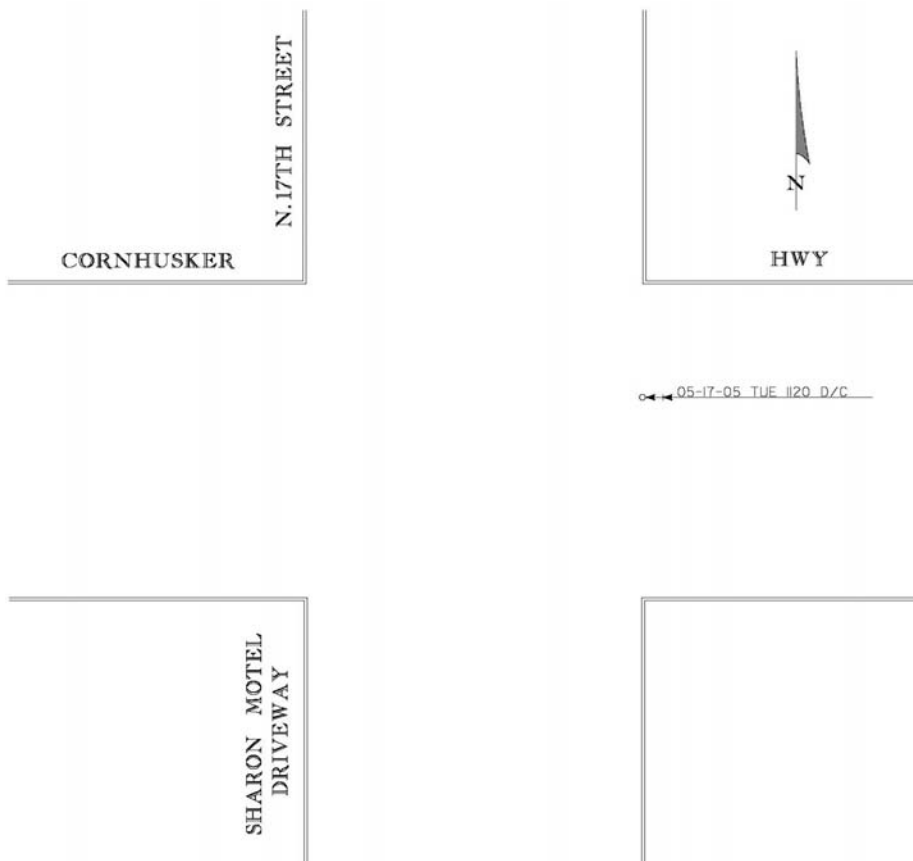
17th Street and Cornhusker Highway - Southbound Approach (Before)

5.9 17th Street and Cornhusker Highway

AFTER

Countermeasures: Constructed Turn Lane on 17th Street
Improvement Completion Date: December 2, 2004

Time Period: 2005
Speed Limits: NS Local- 25 mph
EW Arterial- 40 mph



Total Crashes in After Period: 1



17th Street and Cornhusker Highway - Southbound Approach (After)

5.9 17th Street and Cornhusker Highway

COMPARISON

Countermeasures:

Constructed Turn Lane on 17th Street

Improvement Completion Date:

December 2, 2004

	Before	After	Change
Analysis Period	2001	2005	-
Primary Crash Benefit			
Total Number of Correctable Crashes	6	0	-100%
All Other Intersection Crashes	4	1	-75%
Intersection Crash Experience			
Injury + Fatal Crashes	3	1	-67%
Property Damage-Only Crashes	7	0	-100%
Non-Reportable Crashes	0	0	0%
<i>Total Number of Intersection Crashes</i>	<i>10</i>	<i>1</i>	<i>-90%</i>
Total Intersection Benefit			
Crash Rate	0.82	0.08	-90%
EPDO Rate	2.87	0.83	-71%
EPDO Number*	35.2	10.21	24.99

Cost of Property Damage Crash: \$ 6,500
 Total Benefit (12 months): \$ 35,000
 Equivalent Uniform Annual Benefit (EUAB): \$ 285,355

Total Cost of Improvements:

Equivalent Uniform Annual Cost (EUAC): \$ 8,720
 Initial Cost: \$ 100,000 (Estimated)

Benefit-Cost Ratio: $\frac{\$ 285,355}{\$ 8,720} = 32.7$

Net Benefit (Present Worth): \$ 285,355 - \$8,720 = \$276,635

**Change NOT Statistically Significant at 95% Confidence Interval*

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